



# AIRPORT TOPICS

## FAA WESTERN-PACIFIC REGION

VOLUME IV ISSUE I

APRIL 2009

### Message from the Division Manager

#### The More Things Change the More They Stay the Same

If you think FY 2008 was challenging, I think FY 2009 has it beat! This year, we are faced with the unprecedented challenge of running an Economic Stimulus funding program concurrently with a split Airport Improvement Program (AIP). Just when I thought I'd seen everything, I am reminded that the race to oversee airport funding is not always run on a linear path but rather on a path similar to that which is traveled on the television show "The Amazing Race!" The difference between that show and reality, is that if we all work together, everyone in the aviation system is a winner!

So here is my message to all of the aviation stakeholders within the Western-Pacific Region who are working hard to address Capital Improvement needs and commitments at airports located throughout the region. Despite the uniqueness of this year's funding programs, our rating and evaluation criteria remains unchanged. Here is a summary of what you need to consider as you present your projects to my staff (regardless of whether it's funded under AIP or Economic Stimulus):

- 90% of our AIP Grants (and 100% of our Economic Stimulus Grants) will be issued based on bids. I strongly recommend that you, and/or your staff, engage in continuous discussions to make sure FAA understands the status



of your project.

- Environmental reviews need to be completed before we can issue a grant. Please contact the ADO manager if you have any concerns about the timeliness of FAA approval.
- All airspace actions must be complete before we will issue a grant. Please make sure that you and the ADOs are on the same page.
- The National Priority Rating (NPR) provides the ranking of your proposed project type (i.e., needed for safety) versus other project types (i.e., needed for meeting capacity). In general, the higher your NPRs the better your chance to compete for AIP discretionary or Economic Stimulus funding. Your ADO can compute your proposed project's NPR.

One final important thing to share is Sponsor performance on our national goals (i.e., project close-outs, fund drawdowns, based on bids, etc.) is a key factor in our ultimate decision on where to assign scarce AIP discretionary and/or Economic Stimulus funds. In fact, Sponsor performance is often the difference in one airport getting funding over another airport for what appears to

be similar work. Each of us is expected to perform at the highest level. Please check with your ADO to see how you are doing.

#### Hotel Rooms Are Going Fast!

**I STRONGLY ENCOURAGE** you to make your hotel reservations soon, if you are planning to attend our 5<sup>th</sup> annual conference. We are running ahead of last year's numbers both in conference registrations and hotel reservations.

This year's conference promises to be our best conference yet! We have an outstanding agenda that includes relevant presentations on a variety of aviation related topics. We have found that sponsors bring County or City Officials to this conference to educate them on your obligations and challenges. Like last year, we are offering a discounted rate if you register multiple attendees.

As a reminder, this year's conference is scheduled to take place June 2-4, 2009 at the Westin Los Angeles Airport hotel. **The hotel room rate is \$129.00 per night.** Conference rates are as follows:

Prior to 4/24/09	\$425
4/25/09 to 5/22/09	\$450
On site	\$475

Please contact ASB Alliance at 301/596-6031 for group rates and/or any other question(s) you may have.

**Mark McClardy**  
*Division Manager*

## WE ARE MOVING QUICKLY WITH THE “AMERICAN RECOVERY” PROJECTS.

We have received our apportionment for projects to be funded under the “American Recovery and Reinvestment Act, 2009” [Pub. L. 111-5), which was signed into law by President Obama on February 17, 2009. This Act provides \$1.1 billion in “Economic Recovery (ER)” funds to the Federal Aviation Administration for airport capital improvement projects. These ER grants are funded at 100% federal share (no sponsor matching funds required). Within the Western-Pacific Region, we expect to issue grants totaled about \$150 million to fund specific airport improvement projects at 33 primary hub, non-hub, reliever, and general-aviation airports. We are currently working with airport sponsors in order to implement these projects as expeditiously as possible. Information related to ARRA, including Stakeholder Guidance, approved grants, and funded projects can be accessed at the FAA website: [http://www.faa.gov/airports\\_airtraffic/airports/aip/](http://www.faa.gov/airports_airtraffic/airports/aip/).

The potential projects included in FY 2009 ER program were selected as required by the legislation, taking into consideration factors such as the project’s national priority rating, bid status and ability to start construction shortly after grant receipt. About 80 percent of funds are assigned to runway, taxiway, and apron rehabilitations; the remaining 20 percent are put into other projects involving terminal improvements, safety and security enhancements. We are working on preparing the grant offer to be issued within 30 days of the expected Notice to Proceed date; our Program Managers have contacted each airport that is a potential recipient of ER funds in order to process and complete the project in a timely manner. A breakout of potential funds by state is as follow:

<u>State</u>	<u>Number of Airports</u>	<u>Total Funds (Million)</u>
Arizona	6	\$28.6
California	18	73.1
Nevada	4	20.3
Hawaii	1	15.0
Pacific Islands (American Samoa, Guam, Northern Mariana Islands)	<u>4</u>	<u>12.8</u>
<b>Total</b>	<b>33</b>	<b>\$149.8</b>

The required timeline for ER projects are:

**June 17, 2009:** at least 50% of the ER funds (\$1.1 billion) must be under grant,

**September 30, 2009:** the remaining ER funds must be under grant

**September 30, 2010:** Recovered (excess) ER funds must be re-obligated or they will be lost.

The Sponsor must certify that they will issue a NTP to the contractor within 30 days the grant offer date. The following target dates will facilitate timely execution of the initial portion of the \$1.1 billion of ER funds:

• Sponsor finalize bids and recommends low bidder	May 15, 2009
• FAA issue grant offer	May 31, 2009
• Sponsor accept, executed and return grant offer to FAA	June 7, 2009
• Sponsor enter into contract with low bidder, Review contractor payment and performance bonds	June 30, 2009
• Sponsor issue Notice to Proceed to contractor to begin construction	July 5, 2009

If you have any questions with regard to these materials, please contact your Program Manager at the Airports District Office.

## IMPROPER PAYMENTS

From time to time, questions come up about the rules governing what airport sponsors can and cannot do when drawing upon Airport Improvement Program (AIP) grant funds. This is a very important issue, because violation of the rules is a violation of Federal law, with serious consequences for airport sponsors.

### **What is an “improper payment”?**

The White House Office of Management and Budget (OMB) Circular 123 defines an “improper payment” as any payment that:

- Should not have been made; or
- That was made in an incorrect amount under statutory, contractual, administrative, or other legally applicable requirements.

Incorrect amounts can be either overpayments or underpayments, including inappropriate denials of payment or service. An improper payment can also be:

- Any payment made to an ineligible recipient, or for an ineligible service;
- Duplicate payments;
- Payments for services not received;
- Payments that are for the incorrect amount; or
- Payments where the sponsor does not have sufficient documentation in their files for an auditor to determine whether a payment was proper.

The term “payment” in this context means any payment that is:

- Derived from Federal funds or other Federal sources;
- Ultimately reimbursed from Federal funds or resources; or
- Made by a Federal agency, a Federal contractor, or any other organization administering a Federal program.

### **What about construction retainage?**

One improper payment issue that has arisen recently (and that needs to be fully understood by all sponsors) is the issue of when sponsors may draw down AIP grant funds for retainage payments to contractors. Airport sponsors must not draw down AIP grant funding for the full value of a construction invoice unless the airport sponsor has already paid the contractor for the 10% retainage. We consider an airport sponsor to have paid the contractor the retainage when it either:

- Pays the contractor the full amount due on the construction invoice; or
- When the airport sponsor pays the contractor 90% of the amount due and pays the 10% retainage into a properly established escrow account.

In the latter case, a third party will disburse the escrow funds to the contractor under the conditions of the escrow—i.e., upon satisfactory completion of work. If an airport sponsor draws down AIP grant funds for the full amount of a construction invoice without paying the contractor for the construction retainage either in full or by escrow, then the sponsor is in violation of the Federal regulation and their AIP Grant Assurances, and as a result would be subject to grant compliance action.

### **Where Can I Learn More?**

FAA Order 5100.38C, *Airport Improvement Program Handbook*, Chapter 13 (“Project Payment, Closeout, and Audit”). Title 49 Code of Federal Regulations, Part 18 (“Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments”), Section 18.20.

*Written By Elliott Black, Manager Planning and Programming, FAA, Great Lakes Region (used with permission)*

## VANQUISHING THE V/PD

It was 17:01 at a busy General Aviation (GA) airport in the Los Angeles area when the control tower observed a golf cart being driven on an active taxiway. An investigation of the incident revealed that the golf cart was driven by an unsupervised 14 year old girl searching for a rest room. The girl's parents were airport tenants who were busy unloading the family airplane before parking it in their leased hangar. One airport tenant interviewed alleged that under-aged individuals driving golf carts and motorcycles on the airfield was a common practice.

There are provisions available to airport management which extends vehicle and penal code enforcement onto airport property. For example, the California Vehicle Code contains a section entitled Section 21113-Driving or Parking on Public Grounds. This section allows managers at municipal airports, within the state of California, to make all sections of the California Vehicle Code relating to driving and parking vehicles, enforceable on the airport premises. It also allows airport management to make enforceable, under the California Vehicle Code, special conditions and regulations adopted for the airport. If used correctly, this section of the Vehicle Code can be used as an effective tool to help curb speeding, reduce reckless driving, give meaning to the requirements of posted signs and enforce parking regulations on municipal airports. If a tenant is caught driving or parking improperly on the airport, contrary to local airport regulations, he/she is subject to the same enforcement as they would on public streets.

Before utilizing this enforcement option, consideration must be given to determine the need for such a tool and if the use of this tool is appropriate at your airport. Additionally, a thorough investigation must be conducted to determine how it should be applied and what obligations the airport is accepting by adopting it.

Section 21113 of the California Vehicle Code may be viewed on the following website:

<http://www.dmv.ca.gov/pubs/vctop/d11/vc21113.htm>

*Steven Oetzell, Airports Certification/Safety Inspector*

## VEHICLE/PEDESTRIAN DEVIATION AWARENESS MONTH

In an effort to promote runway safety by raising awareness of Vehicle/Pedestrian Deviations (V/PDs), the Airport Divisions of the nine FAA Regions have declared May 2009 as "Vehicle/Pedestrian Deviation Awareness Month". We are asking all towered airports to participate in a month-long V/PD prevention effort.

As a key part of the program, we are asking each airport operator to share their runway safety "best practices" with us. We will compile a list of "best practices" for all airport operators to use. In addition, please review your existing drivers training program to see what additional efforts can be done at your airport to heighten awareness of runway incursion prevention. We encourage you to take this opportunity to provide special emphasis on vehicle operations. Recommended focus areas include:

- Construction activity
- Complacency and minimizing distractions
- Reiterating mandatory service road usage
- Reducing or eliminating runway crossings
- Additional training for vehicle operators on maintaining situational awareness
- Reviewing proper radio phraseology
- 

The FAA considers runway safety to be among its highest priorities. Any conflict that occurs between an aircraft and a ground vehicle could have catastrophic consequences. The proper investment in training enhancements today may very well prevent such an event from occurring in the future. We urge you to take the time to support this critical safety issue and to make a concerted effort to significantly reduce the number of V/PDs.

If you have any questions, or if we can provide you any assistance in your runway safety enhancement efforts, please do not hesitate to contact me at 310-725-3611 or [steven.oetzell@faa.gov](mailto:steven.oetzell@faa.gov)

*Steven Oetzell, Airports Certification/Safety Inspector*

## WILDLIFE HAZARD MANAGEMENT

14 CFR Part 139 requires all Part 139 Certificated Airports to take immediate actions to alleviate wildlife hazards whenever they are detected. General Aviation (GA) airports are not required by a regulation, but if they receive federal funds, they are obligated by Grant Assurances #19: Operations & Maintenance.

What is a wildlife hazard? Part 139.337(b) states; that a wildlife hazard exists when an air carrier experiences multiple wildlife strikes, an air carrier aircraft experiences substantial damage from striking wildlife, an air carrier experiences an engine ingestion of wildlife and/or wildlife of a size or numbers capable of causing an event described in this paragraph. Once again, the definition can apply to general aviation airports with GA aircraft.

You ask, so who can I call to get help? You may request the US Department of Agriculture, Wildlife Services to conduct a one day site visit to conduct a "snap-shot" of what may be causing and/or attracting wildlife to your airport. The wildlife biologist's one day site visit may result in a more comprehensive 12-month assessment (to capture all four seasons) of the airport's situation. In addition, there are private companies that may be able to assist you. When you contract with a private company (consultant), they need to be a qualified airport wildlife biologist (as per Advisory Circular 150/5200-36: Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports).

To assist in determining how to deal with wildlife (the two legged or four legged type), you need to document and report what has been struck and/or found. To report a wildlife strike, you may use FAA Form 5200-7 or file electronically at:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

By identifying the type of animal(s), you can better address the hazard(s.) For example, if you have problems with termites at your residence, are you going to set up a bird trap? If you are unable to identify what type of bird was struck or found, you can send feathers and/or other remains to the Smithsonian for identification. CertAlert 03-03 contains guidelines on how to submit such evidence. CertAlerts can be found at the following website:

[http://www.faa.gov/airports\\_airtraffic/airports/airport\\_safety/certalerts/](http://www.faa.gov/airports_airtraffic/airports/airport_safety/certalerts/)

Remember, the more you know, the better job you can do your job in protecting your airport.

*Elizabeth Louie, Airport Certification/Safety Inspector*

## WILDLIFE HAZARD MANAGEMENT TRAINING

John Wayne Airport hosted the 2<sup>nd</sup> Annual Airport Wildlife Hazard Management Training class on October 15, 2008. The class was conducted by the United States Department of Agriculture, Wildlife Services (USDA Wildlife Services) wildlife biologists. While the training was offered to help airports meet the requirements of CFR Part 139.337, the class was open and attended by both Part 139 air carrier and general aviation airports.

The instructors were wildlife biologists that actually work at various airports in California so they understand the unique wildlife hazards that can occur in an airport environment. Some of the topics covered were laws/regulations, bird identification, the importance of maintaining wildlife strike records/logs, habitat modification and wildlife hazing methods.

The airport did a great job hosting the class and it was very well received. Kudos to John Wayne Airport!

*Elizabeth Louie, Airport Certification/Safety Inspector*





## FAA SPONSORED EMERGENCY TRAINING AND EXERCISE AT PALAU INTERNATIONAL AIRPORT



A commercial airliner with 100 passengers and crew on board is headed for landing at Palau International Airport. The airplane has a mechanical problem during approach and the captain declares an emergency. As the aircraft touches down, the right main landing gear collapses. The airplane skids down the runway spilling fuel. It explodes in flames and comes to rest near the mid-point of the runway. Dazed survivors are walking around the accident site. Quick action by the Palau Airport Rescue and Firefighting (ARFF) station and other local emergency response agencies minimizes further injury to the surviving passengers. Injured passengers are quickly evaluated and rushed to Palau Memorial Hospital where the highly trained medical staff has been alerted and is ready to treat the survivors.

This was the scenario for the recent airport emergency training and live exercise conducted on Palau on September 25, 2008, sponsored by the FAA with support from the Hono-

lulu Airports District Office, the Hawaii Department of Transportation Division of Airports, the Commonwealth Ports Authority, and the Commonwealth of the Northern Mariana Islands. The airport emergency training and live emergency exercise program was designed to prepare local emergency responders to deal with aviation accidents at or near the airport. Simulation of an airplane crash took place on the runway with volunteer victims and the ARFF team extinguishing the fire, setting up the triage area, and transporting victims by injury categories to the hospital. Not only were ambulance vehicles shuttling volunteer victims back and forth between the hospital and the airport, but the hospital staff, nurses, and doctors also set-up beds and emergency room simulations.

Continental Air Micronesia served a major role in the training and exercised their Emergency Plan and Family Assistance Program during the live exercise. Agencies participating in the training and live exercise included the Palau Ministry of Commerce and Trade, Palau Ministry of Justice and

National Emergency Management Office, Department of Public Safety Police and Fire units, Palau Ministry of Health, Palau Memorial Hospital, Palau Bureau of Aviation, Customs, Immigration and Quarantine. Approximately 150 participants contributed to the success of the exercise.

Chief Martinez Jacobs from the Hawaii Department of Transportation, Chief James Diaz and Captain William Camacho from the Commonwealth Ports Authority led the training program. Mr. Barry Brayer, Micronesia Program Manager, and Mr. Ron Simpson, Honolulu Airports District Office Manager, assisted in the training and exercise.

Mr. Charles Obichang, Palau International Airport Manager, played a significant role in planning and coordinating the training program. Mr. Obichang commented that this was the first time that Palau International Airport could demonstrate their capabilities responding from their newly constructed ARFF Station with the newly acquired ARFF vehicles and equipment. *Continued on Pg 12*

## AIP PROGRAM ADMINISTRATION WORKSHOP “CHALLENGES AND LESSONS LEARNED”



The Honolulu Airports District Office will be conducting an AIP Program Administration Workshop in Majuro, Republic of the Marshall Islands, on April 30 – May 1, 2009. Last year, the Workshop was held in Koror, Republic of Palau, and drew over 80 participants including government and airport representatives from the Republic of Palau, the Republic of the Marshall Islands and the Federated States of Micronesia.

The workshop is specifically designed to assist the Micronesia airport sponsors in administration of AIP funded projects. The theme of this year's workshop is "Challenges and Lessons Learned." The agenda includes Airport sponsors' presentations on the challenges that they face in administering the AIP program and contract administration, how they overcame the challenges and the lessons to be learned from their experiences. Each airport sponsor in Micronesia learns from sharing each other's experiences and by sharing their lessons learned.

The workshop agenda includes presentations on new technologies such as Geographic Information Systems (GIS), and electronic Airport Layout Plans (eALP's). The workshop agenda will also focus on providing guidance on Construction Safety Plans and Safety Management Systems (SMS). Also, there will be a presentation that provides an overview of FAA's Reimbursable Agreement process for installation or relocation of Navigational Facilities.

Workshop highlights will include presentations on the Asia Pacific Airline (APA) incident at Pohnpei International Airport, where the APA aircraft skidded off the runway end and ended up partially in the water, and guidance on Water Rescue Planning. There will be a presentation on Alternative Energy, a case study of the solar energy project at Palau Hospital, and discussion of alternative energy funding opportunities for airports. There will also be a presentation and breakout session on ARFF vehicle maintenance best practices.

The FAA will be conducting the workshop with the assistance of staff from the Republic of the Marshall Islands Ports Authority, who will host the workshop. The Republic of the Marshall Islands will also be hosting the 2009 Pacific Aviation Directors' Workshop the week following the AIP workshop on May 4 - 6, 2009.

*Ron Simpson,  
Mgr. HNL ADO*



*Flag of the Republic of the Marshall Islands*



## *2009 PACIFIC AVIATION DIRECTORS' WORKSHOP*

The Pacific Aviation Directors' Workshop is a major annual event that brings together the Ministers and Secretaries of Transportation responsible for aviation safety oversight throughout Micronesia, to include the Republic of Palau, Federated States of Micronesia and the Republic of the Marshall Islands.

The 2009 Pacific Aviation Directors' Workshop will be held at the International Conference Center in Majuro, May 4 - 6, 2009, hosted by the Republic of the Marshall Islands. This annual Workshop draws 100 to 150 aviation stakeholders from the Pacific region. Legislators, executive directors and airport board members from the governments of Palau, Federated States of Micronesia, the Marshall Islands, American Samoa, Guam, the Commonwealth of the Northern Mariana Islands and the State of Hawaii will attend the workshop.

This annual workshop assembles, at the same time and place, policy and decision makers and high-level government representatives from the Pacific Island airports. FAA participants include the FAA Western-Pacific Regional Administrator, Micronesia Program Manager, and Division Managers from the FAA Western-

Pacific region's Legal, Flight Standards and Airports Divisions. High-level representatives from FAA's Air Traffic Organization and the managers of the FAA Flight Procedures Office and Honolulu Airports District Office also attend. Other U.S. Government aviation stakeholders including the National Weather Service, the Department of Agriculture, and the Department of the Interior also participate.

The theme for this year's Workshop is "Aviation Sustainability in the Pacific – Environment, Energy and Economic Viability." The Pacific Island airports are going through a major transformation in terms of safety and development projects and are confronted with difficult and costly environmental and energy issues. These issues are of concern for the aviation industry and must be effectively addressed to ensure aviation sustainability in the region. The workshop will provide a forum for the professional exchange of knowledge, valuable information, and innovative and cost-effective solutions for dealing with these important issues and challenges. There will also be a focus on Wildlife Hazard Management after the recent aircraft incidents resulting from bird strikes.

A workshop highlight is the Industry

Day Forum. The forum provides system users such as Continental Micronesia Airlines, Asia Pacific Airlines, Boeing Aircraft Company, United Airlines, Hawaiian Airlines, Japan Airlines, Cape Air, Freedom Air, Air Marshall Islands and other industry representatives an opportunity to engage in a free and open exchange of information with conference participants. These forums have been very successful and are an effective way for all stakeholders to voice their concerns and propose solutions to critical aviation safety issues.

The countries throughout Micronesia continue to express a high degree of interest in security requirements. The workshop agenda will include presentations by representatives from the Department of Homeland Security, Transportation Security Administration, who are familiar with security regulations affecting international locations like Micronesia.

*Ron Simpson,  
Mgr. HNL ADO*





## CATEGORICAL EXCLUSION DOCUMENTATION SUBMITTALS

"But my project is a Cat Ex, and I don't need any additional environmental information..." is a routine comment that is heard or read when an airport sponsor provides their ACIP or grant application. Well that depends...

The FAA must comply with the National Environmental Policy Act for all proposed development projects that require a federal action. Federal actions include but are not limited to: Approval of an Airport Layout Plan (ALP); 2) Federal funding requests; 3) and Passenger Facility Charge (PFC) use approval. Even if a project is locally funded, it will require FAA environmental approval if it will cause a change in the ALP and a subsequent ALP approval by FAA.

### **What is the definition of a Categorical Exclusion?**

Section 600, of FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, cites language from the Council on Environmental Quality regulations (40 CFR 1508.4) that define categorical exclusions as,

*"...categories of actions that normally do not individually or cumulatively have significant adverse effects on the human environment and which have been found [by the federal agency] to have no such effect," however, "In developing categorically excluded actions, each Federal agency must consider, "... extraordinary circumstances in which a normally categorically excluded action may have a significant environmental effect."*

### **What are Extraordinary Circumstances?**

These can occur when a special purpose law is triggered such as: regulations, executive orders or departmental orders that are outside of NEPA. Some of these special purpose laws include: the Endangered Species Act, Clean Air Act, National Historic Preservation Act, and Clean Water Act. If formal consultation is required with the US Fish & Wildlife Service under Section 7 and the State Historic Preservation Officer under Section 106, it is the FAA that initiates the consultation effort to the agency not the sponsor or their consultant. The need for this information is based upon the guidance in paragraphs 304 and 305 of FAA Order 1050.1E.

### **How Do I Know If My Project Needs to Consider Extraordinary Circumstances?**

See FAA Order 1050.1E, Environmental Impacts: Policies & Procedures, Chapter 3: Advisory and Emergency Actions and Categorical Exclusions

### **Where Can I Find Information Related to Categorical Exclusions?**

- 1) FAA Order 1050.1E, Environmental Impacts: Policies & Procedures.
- 2) FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.
- 3) FAA Environmental Desk Reference.

All of these items as well as Environmental Program Contacts, Resources, Publications and Regional Supplemental Guidance are available on the FAA website: [www.faa.gov/airports\\_airtraffic/environmental\\_issues/](http://www.faa.gov/airports_airtraffic/environmental_issues/)

### **What is the Extraordinary Circumstances Evaluation Information Submittal for Categorical Exclusion of Airport Projects "Form"?**

FAA's Western-Pacific Region has developed a format to assist the airport sponsor to provide the data the FAA needs to make the Categorical Exclusion determination. The FAA is looking for information from the airport sponsor to be able to determine whether the sponsor's proposed airport development project can be categorically excluded from the NEPA requirement to conduct an Environmental Assessment (EA) or Environmental Impact Statement (EIS). FAA must determine if any extraordinary circumstances apply to the proposed project.

The reason that the airport sponsor is requested to submit their responses in a narrative format allows for the FAA to:

- 1) To streamline the review process, &
- 2) To allow the airport sponsor to be aware of any potential impact categories that they will need to address for any future projects. If you answer the questions in a non-narrative format

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## CATEGORICAL EXCLUSION DOCUMENTATION SUBMITTALS (CONT.)

such as "No" or "N/A," then we may need to return the document for follow-up documentation thus delaying the project (or processing your grant application).

### **Where Can I Find Information to Assist Me in Completing the Extraordinary Circumstances Evaluation Information Submittal For Categorical Exclusion of Airport Projects Format?**

Master Plan studies; Previous environmental studies, such as an EA, EIS, and Environmental Evaluation documents; Part 150 studies; Feasibility studies; General/Specific Plans; County/City Planning Department; Local, state and federal resource agencies.

On the FAA Western-Pacific website there are numerous presentations related to environmental review. These can be found in the Airports News & Events section. The 2008 Annual Airports Conference has a session called "Using the Internet to Obtain Environmental Data. This presentation gives numerous websites to assist with environmental research.

### **Do I Need To Provide Any Additional Information Along With My Extraordinary Circumstances Evaluation Information Submittal For Categorical Exclusion of Airport Projects ?**

A description of the project along with a picture or graphic, even if you have to

outline it with a colored marker, will give the reviewer a better understanding of the potential project, preferably no smaller in size than 8 1/2" by 11." Some sources that allow you to get satellite photos of your airport include Google Earth, Google Maps, Microsoft Live Local Mapping or Yahoo Mapping. You may also use maps from Master Plans and other mapping tools (outlining the project with a colored marker).

### **Who Issues the Categorical Exclusion?**

Section 608, of FAA Order 5050.4B, states that the ADO EPS issues the CAT/EX using a letter to the sponsor.

### **Who Can I Contact at FAA if I have any Questions?**

Feel free to call the appropriate Airport District Office that represents your area

#### **Southern California and Arizona :Los Angeles Airports District Office**

P.O. Box 92007 Los Angeles, CA 90009  
Tel: (310) 725-3608

#### **Northern California and Nevada :San Francisco Airports District Office**

831 Mitten Road, Rm. 210  
Burlingame, CA 94010  
Tel: (650) 876-2778

#### **Hawaii and Pacific Islands :Honolulu Airports District Office**

P.O. Box 50244 Honolulu, HI 96850  
Tel: (808) 541-1232

Or via the web: [http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/western\\_pacific/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/)

*Victor Globa*

*Environmental Protection Specialist  
Los Angeles Airports District Office*



## SAN FRANCISCO ADO AIRPORTS ARE GOING GREEN

The SF ADO and the Norman Y. Mineta, San Jose International Airport (SJC) are working together to make the airport “green.” The FAA set up the Voluntary Airport Low Emission (VALE) program to fund improvements that will lower airport ground emissions at commercial service airports. VALE funds low emission vehicles, refueling and recharging stations for airport vehicles and ground service equipment, and other air quality improvement projects.

SJC recently received a \$4.6 million VALE grant to install “pre-conditioned” air units and convert airport vehicles to alternate fuel. This makes SJC the first airport on the west coast, and the 10th airport in the country, to receive a VALE grant. The airport plans to install pre-conditioned air units for 13 gates at Terminal A that will eliminate the need for diesel equipment and aircraft idling at those gates. The VALE grant also provided funding to convert 11 airport vehicles to alternate fuel which will reduce overall ground emissions at the airport.

Construction will begin at Terminal A immediately, and converting the vehicles will happen this summer. SF ADO is looking forward to being a part of our airports “green” future. For more information about the VALE grant program, please visit the FAA’s VALE information website at <http://www.faa.gov/airports/airtraffic/airports/environmental/vale/>.

*By Gretchen Kelly, Program Specialist*

*San Francisco Airports District Office*



*Aerial Photo of Norman Y. Mineta, San Jose (SJC) Airport*

PALAU EMERGENCY EXERCISE *CONTINUED FROM PG. 6*

More than 60 local citizens volunteered to be accident victims. Most of the volunteers were high school students but local residents and agency staff also participated. Many thanks are owed to all the people that participated for their hard work and dedication. This drill and training program would not have been possible without the high level of cooperation between all participating agencies.

Mr. Godwin Philip, ARFF Chief, Palau International Airport, impressed the training team and disaster exercise evaluators with his demonstration of

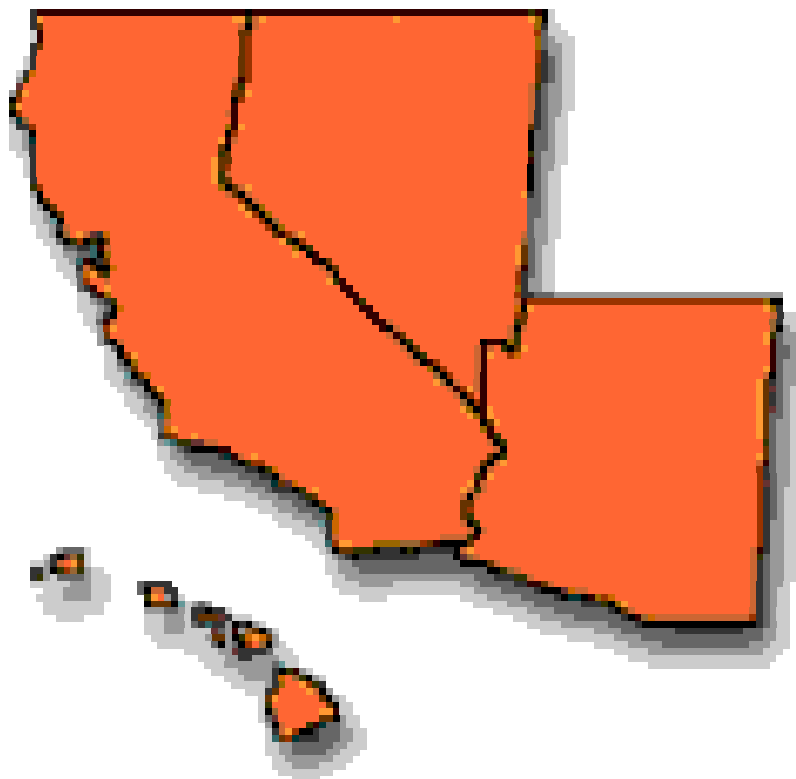
leadership skills as the On-scene Incident Commander providing direction to the ARFF personnel during the fire suppression, victim rescue, and triage operations.

The FAA's primary mission is to ensure the safety of flight and to prevent aviation accidents from occurring. In the unlikely event that such an emergency should occur, the residents of Palau, as well as others traveling to and from Palau by air, can be assured that Palau emergency service agencies and personnel are properly trained and fully prepared to quickly

and effectively respond to any aircraft accident.

The FAA sponsors airport emergency training and live emergency exercises at two of the six Micronesia airports each fiscal year to keep the airports in compliance with the tri-annual requirement of CFR Part 139. The next planned training programs will be conducted at Majuro and Pohnpei International Airports in 2009.

*Ron Simpson,  
Mgr, HNL ADO*







## **Federal Aviation Administration (FAA) Western- Pacific Region 5th Annual Airports Conference**

**The Westin Los Angeles Airport  
5400 West Century Boulevard  
Los Angeles, CA 90045  
June 2 – June 4, 2009**

This conference will include presentations from industry, FAA Headquarters, and FAA Western-Pacific Region representatives on various subjects including Airport Operations, Airport Planning, Airport Improvement Program funding, Environmental Issues, Pavement Management, and Airport Security.

### **Registration**

2/21/09– 4/24/09:	\$425.00
4/25/09– 5/22/09:	\$450.00
On Site:	\$475.00

FAA Employees contact ASBA at (301) 596-6031.

Registration Fee Includes: (1) reception, (3) continental breakfasts, (3) lunches, (3) PM Breaks, conference material and Airport Planning Workshop.

Hotel Registration: Call The Westin Los Angeles Airport at (310) 216-5858 and mention the FAA 5th Annual Western-Pacific Annual Airport Conference to receive the special rate of \$129 per night.

Exhibitors Fee:	\$799
Additional company representative:	See attendee fees (above)

Exhibitor Fee includes: one attendee, (1) reception, (3) continental breakfasts, (3) lunches, (3) PM Breaks, conference material and (1) 8 by 10 booth

### **REGISTER NOW!**

at

[www.asballiance.com](http://www.asballiance.com) or call 301.596.6031

The FAA does not endorse any product, service, or enterprise in connection with this event.



FAA Western-Pacific Region  
Airports Division  
P.O. Box 92007  
Los Angeles, CA 90009-2007

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## ***A Note from the Editor...***

Dear Reader,

If you have a topic of interest  
that you would like to see pub-  
lished, please contact me:

[Ashlee.carrera@faa.gov](mailto:Ashlee.carrera@faa.gov).

Best regards, Ashlee Carrera

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